

LONG ISLAND'S REALTY

A COMPREHENSIVE SURVEY OF THE BIG FIELD.

A Section Very Widely Exploited Which Has Responded to the Developer's Call—What the Stream and Trolley Roads Have Done to Raise Values.

Probably no section of the United States has been more widely exploited during the last decade from the standpoint of land settlement and real estate enhancement than Long Island.

The first noticeable real estate movement began shortly after a part of Queens county was made a borough of the city of New York. It was based on the probability of the city and private enterprise more completely linking the borough to Manhattan by bridges and tunnels. That the judgment of those interested in forwarding the movement of property in Queens was vindicated is shown by the completion and use of Queensboro Bridge that joins Fifty-ninth street in Manhattan to the Sunnyside section of Long Island City, the opening to use of the Pennsylvania Railroad tunnels that afford direct communication between the heart of Manhattan and various parts of Queens and the Long Island counties east of the city's limits; the extension of the Interborough tunnel to Brooklyn, connecting with the Flatbush avenue station of the Long Island Railroad, and the operation of the branch of the road between that station and Jamaica by electricity, which affords quicker access from Brooklyn to all parts of Long Island.

This real estate movement, at first localized to Queens borough, has broken the bounds of municipal limitations and now embraces all of Nassau county and the western half of Suffolk county, the latter of which is the most easterly part of Long Island, extending from Amityville east to Montauk Point.

Every transit facility that reaches to Queens benefits all of Long Island's suburban territory. This area extends as far east as Patchogue on the south shore and to Northport on the north shore. There is no pronounced movement of real estate and there has been none in the central section of Long Island east of Hicksville, along what is known as the Nassau line of the railroad, except at Farmingdale and a degree at Ronkonkoma, where a large inland lake is situated. The lines of least resistance are to Hempstead, Floral Park, Garden City and its environs in the Hempstead Plains section; to Huntington and Northport on the Wading River branch; to Sea Cliff, Roslyn and Oyster Bay on the Oyster Bay branch; to Manhasset, Port Washington and intermediate points on the North Shore division; and to Valley Stream, Lynbrook, Rockville Centre, Freeport, Merrick, Massapequa, Amityville and beyond on the Montauk, or South Shore, division.

There is a longer chain of cohesive communities in the suburban area along the south side of Long Island than in any other part of it beyond the limits of the city. Other towns have their varied attractions, but they are more remote from each other. The circumstance is accounted for principally by the fact that the south shore has long been served by the trolley line of the Long Island Traction Company, which operates a road from the end of the Kings County Elevated structure in Brooklyn through the south side to Freeport and thence north to Mineola, the county seat of Nassau county.

If the South Shore Traction Company ever operates its line from one end to the other, and its counsel is authority for the statement that it will, the south side of Long Island will have trolley service between Patchogue and the metropolis by way of the Queensboro Bridge, over which structure the company has a franchise to run cars. Legal obstacles of one kind or another have beset this corporation almost since its inception. That it intends to complete its route is indicated by the fact that it already operates cars over so much of its route as extends between Amityville and Babylon and the section of it that extends across the Queensboro Bridge. Much of the South Shore Traction route will pass through territory now served by the Long Island Traction, and, Valley Stream, Rosedale, St. Albans, Rockville Centre, Lynbrook and Freeport will be afforded double trolley service when the South Shore Traction is in operation through them; while the great South Shore section between Freeport and Patchogue will be made more homogeneous by a trolley road serving it.

Inasmuch as real estate values on Long Island, as elsewhere, are bound up in the transit situation, it is well to show the status of that situation on Long Island. As trolley roads aid the development and populating of the suburban area of New Jersey, so will they promote the growth and development of Queens, Nassau and Suffolk counties. Long Island has had a paucity of such roads, but they are now beginning to radiate to all of its parts that are within the suburban zone.

It is to be remembered that Long Island for generations was more remote from Manhattan than was New Jersey, although in distance it was no further away. Comparisons may not be odious. The ferries between New Jersey and Manhattan were numerous and situated mostly downtown, with the additional advantage of some of them running between the New Jersey shore and the uptown section. All of them gave direct connection with railroad terminals. Long Island, on the other hand, had only one railroad terminal that connected by ferry with Manhattan, the Thirty-fourth street ferry, which for many years was remote from the business area of the metropolis. Blackwell's Island was until the advent of the Queensboro Bridge a natural barrier to easy access to an important part of Queens.

Long Island is no longer at a disadvantage, however, because it has the direct traffic arteries herebefore mentioned, and, to quote a phrase of the late William H. Baldwin, "it is pushed up alongside of Manhattan." This all explains why the real estate movement on Long Island is steady and secure. The adjacency will be even closer when the Steinway tunnel, from the foot of Forty-second street, Manhattan, to the bridge plaza section of Queens, is put in operation and joined, as it will be, to the McAdoo tunnel at the Grand Central Station. It hardly requires the spirit of prophecy or of optimism to say that Long Island real estate is a substantial quantity.

The Long Island Railroad is now operated by electricity from the Pennsylvania station to Hempstead, embracing in its itinerary Rock the north part of Richmond Hill, Forest Hills, Jamaica, Jamaica Estates, Queens, Hollis, Floral Park, Garden City Estates, Garden City, Hempstead and Mineola, from Flatbush

BELLE TERRE'S ATTRACTIONS.

A Fine Residence Colony Near Port Jefferson.

Robins are things down on Long Island. Men around summer places get busy when they hear these certain raucous piping around last year's nests and starting new ones. There is a hustle right now in those parts, for people have much the same habits as birds so far as Long Island is concerned. They come early, get their homes in order or hunt up one and stay late in the fall.

Not all are birds of passage, for some stay all winter and like it. The migratory kind already are flocking to the North Shore to be near the resounding sea in the hot weather headed this way. High promontories shooting far out into the Sound are favorite spots for summer homes and thousands of dwellings now dot the uplands stretching back from the water from Montauk Point to Whitestone Landing.

One of these elevated peninsulas at Port Jefferson, the boldest headland of them all, is a unique development called Belle Terre. Its plan was conceived by Alan Alvord, the developer of the model summer Prospect Park in Brooklyn. Belle Terre is a summer colony on its own estate, each resident having his own private holding and home and membership if he likes in the Belle Terre Country Club, which is conducted for congenial social intercourse and the benefit of residents and members. This is a new idea in the evolution of the mere colony plan and is affording scores of refined people of moderate means an ideal summer country home with advantages not afforded by any other plan. Every applicant must be eligible for club membership, but a desirable neighbor is ever warmly welcome.

The superb location of Belle Terre and its artistic development along natural lines have had much to do with the great success of the new idea. Its 1,300 acres of diversified land, much of its primeval forest crowning the crest of the rugged peninsula, wind swept, and affording wonderful views of shore and sea, need only a touch here and there to enhance its charm. Winding roads, wide stretching lawns, the forest marshalled in effective lines, have transformed the wilderness into a great domain of park and woodland, where each building site has been left with a most effective setting. Through its gates, guarded by lodge and wall, the owner of a Belle Terre home speeds over smooth roads to his home, be it palatial or modest, for both besprinkle the hills and intervals with equal rights to be called beautiful. And his enjoyment in golf, tennis, bathing and riding in car or on horseback over sixty miles of shaded roads. These are community pleasures, for in the summer months have their own shorefront, there are five miles of fine beaches for all colonists to enjoy, as are the social life and privileges of the spacious and well appointed club-house.

A part of Belle Terre reminds one forcibly of Devonshire, and the impression has been heightened by eight typical old English houses, types of some that are famous in that land of rugged woodland and hearty hospitality. They give old Devon road an air of extreme dignity and the comfort of the English country house. The houses are of the best types of various nations, Swiss chalets, Italian villas, French chateaus, Dutch farmhouses, American colonial dwellings, each with such surroundings that it looks as if it grew there. Some of these homes are being furnished by the Dean Alvord Company to meet the demand of those who wish to rent a summer home before they buy it. A number have been sold, although the season has hardly opened, showing that the rush for the high spots along the old North Shore will be early and that a visit to Belle Terre is a delightful experience to those who are interested in the latest word in home development and the evolution of the American country home.

BELLE TERRE CLUBHOUSE.

There are 218 manufacturing establishments in the borough that employ in the aggregate 21,000 workers. Added to this the Pennsylvania Railroad Company has brought hundreds of workers to the borough by establishing its car storage and replenishing depot at Sunnyside yard. This means that the demand for apartments and individual homes in the neighborhood must vastly increase.

The number of building plans filed and the number of buildings erected in Queens last year compiled a greater total than in any other borough, although there was a decrease of 20 per cent. as compared with the year before. A strong feature of the building movement in Queens is that there is variety in the types of houses, two family houses and private dwellings comprising the bulk of the total. The circumstance tends to strengthen the confidence of the market in Queens that the most prominent real estate company has not lost a dollar on Queens mortgages and it is anxious to see the right way in both cases. So strong is the condition of the market in Queens that the most prominent real estate company has not lost a dollar on Queens mortgages and it is anxious to see the right way in both cases. So strong is the condition of the market in Queens that the most prominent real estate company has not lost a dollar on Queens mortgages and it is anxious to see the right way in both cases.

Every section of Queens that has the complex of a community is developing with building activity. Notable among them are Flushing, Corona, Bay Side, Jamaica, Richmond Hill, Union Course, the Bayside section, and Whitestone. Real estate values in all these communities are steadily increasing in some more than in others. It is difficult to be invidious.

During the last year Jamaica has caught the spirit of progress to a marked degree and has erected numerous new business buildings as well as dwellings. Real estate values in this part of Queens have extraordinary gains. The principal thoroughfares are closely held at this time, while home sites are selling well on the outskirts, particularly in the great hill section north of Hillside avenue, where such extensive home colonies as Jamaica Estates, Hill Crest of Jamaica, Jamaica Hill and Briarwood are located.

Jamaica has very distinct lines of demarcation. North of Fulton street is the well improved section and territory of good home sites south of the same street is the poorer section of Jamaica, where many antiquated buildings and the cheaper types of construction prevail. There is plenty of room for substantial improvement in both sections and two family houses in this section, and there is still a wide area of vacant land. It is penetrated by the trolley road that has long been a good trolley service. The north shore has become its rival in this respect during the last two years. A well equipped road is now in operation from Mineola to Roslyn, Port Washington, Port Jefferson and it also connects with a trolley road to Jamaica. During the last year another road, skirting the entire north shore from Flushing to Huntington, has been put into operation, passing through Bayside, Douglass, Westmoreland, Great Neck and Manhasset on the way, thus opening up to intervention home settlement much territory previously reserved for large estates. The latter are gradually being pushed further eastward because of the increased values in the territory. It is necessary to follow the operation of a trolley road through rural territory so close to the metropolis.

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Where in the greater city has there been more increase in assessed value than in Queens, where during the last five years taxes have increased more than 26 per cent. One parcel alone that was bought for \$10,000 ten years ago is now worth \$150,000, according to an ap-

praisal. There are 218 manufacturing establishments in the borough that employ in the aggregate 21,000 workers. Added to this the Pennsylvania Railroad Company has brought hundreds of workers to the borough by establishing its car storage and replenishing depot at Sunnyside yard. This means that the demand for apartments and individual homes in the neighborhood must vastly increase.

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REAL ESTATE FOR SALE—WEST-CHESTER COUNTY.

Eight Very Attractive New Houses at

PARK HILL

On the Hudson. THE SUBURB BEAUTIFUL.

at prices ranging from \$12,900 to \$15,000

These delightful homes are fully pictured and described in our Spring Bulletin No. 4, which will be mailed to you upon request. The terms of payment may be arranged so that the annual cash outlay will not exceed the rental cost of your present apartment.

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How to Get to Park Hill

Take any 6th or 9th Avenue Elevated train to 125th St.—then Park Avenue train direct to Park Hill.
Take Broadway Subway Express to 102nd St.—then Broadway trolley (5 minutes) direct to Park Hill station.

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Richmond Hill, that lies between the Brooklyn and Long Island City divisions of the Long Island Railroad and is traffic fed by both, has had a great growth during the last decade. Land that was then agricultural has been subdivided and improved with block on block of private detached houses. The values are now becoming too valuable in the central part of Richmond Hill for the building of detached houses, with the result that brick two family houses are expected to be built next. Richmond Hill is practically completely built up and the most of its area. It was originally laid out in 1869, but no pronounced real estate and building movement took place there until the Borough of Queens, of which it is a part, was created.

A section of Queens that has undergone great transformation during the last decade is Union Course, just west of the Brooklyn line. The central part of this section covers Union Course race-track, which was the greatest track in America until 1912, when it was abandoned. Union Course was first improved with moderate priced frame houses, many of them detached, but as the population of Brooklyn grew close to the line it overtook the demand now is for more substantial detached houses. The movement was initiated by Henry Meyer, the builder who bought the Union Course farm and roadhouse at the southeast corner of Jamaica avenue and Elders lane and who improved all the land with two story and cellar basements and one two family houses. The idea of the farm and roadhouse, a small community lying between Richmond Hill and Jamaica, has not witnessed any great building movement, although property there is held at substantial figures. The place is the Jamaica station improvements and is for all practical purposes a part of Jamaica.

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REAL ESTATE AT AUCTION.

Executive Office.

31 Nassau St., N. Y. C.

Special Sales Day

Tuesday, April 11, 1911.

AT PUBLIC AUCTION

S. W. COR. 33D ST. & MADISON AV.

(Known as No. 106 Madison Av.)

3 1/2 story and basement brownstone private dwelling, containing about 14 rooms, three baths and three toilets. Size 28-1/2 x 103.

80% may remain on mortgage for two years.

NOTE:—This parcel is located in one of the most active real estate sections in the city at the present time, and is a very good purchase, with great future possibilities.

Messrs. WILLIAM A. WHITE & SONS, Agents, 62 Cedar St., N. Y. City.

EXECUTORS' SALE

To Settle ESTATE of WILLIAM KRAMER, Dec'd.

CONRAD WEBER, ALBERT J. WILLIAM KRAMER, Jr., Executors

THALIA THEATRE

(Known as 44 1/2 Bowery, through to Elizabeth St.)

Large plot, directly opposite Manhattan Bridge Plaza, adjoining Atlantic Garden and occupied by the Thalia Theatre, which has a seating capacity of about 1,100. Size of plot 72x200 ft. irreg.

70% may remain on mortgage for three years at 5%.

ABRAHAM LEVY, Esq., Atty., WORLD BUILDING, New York City.

SPECIAL SALE,

NOS. 49-51 WEST 36TH STREET.

Two 4 story and basement brick and brownstone private dwellings, containing 17 and 18 rooms respectively. Located in a good 17th Street section. Size of lot 24x117 ft. 10.

70% MAY REMAIN ON MORTGAGE FOR 1, 2 OR 3 YEARS AT 5%.

Messrs. COUDERT BROTHERS, Attys., 2 Rector St., New York City.

TRUSTEES' SALE.

ESTATE of C. JOURGENSEN, Dec'd.

96-98-100 MAIDEN LANE.

Five story and basement brick office and hotel building, utilized for offices and light manufacturing purposes. Located in a good 17th Street section. Size of lot 24x117 ft. 10.

75% MAY REMAIN ON MORTGAGE FOR 3 OR 5 YEARS AT 5%.

In the heart of the Insurance district.

Messrs. MACKENZIE & BURR, Attys., 34 Nassau St., New York City.

EXECUTORS' SALE.

ESTATE of LOVAL L. SMITH.

455 SIXTH AV. 101 WEST 27TH ST.

Four story and basement brick building, containing 12 rooms, 3 baths and 3 toilets. Located in a good 17th Street section. Size of lot 24x117 ft. 10.

70% MAY REMAIN ON MORTGAGE FOR 1, 2 OR 3 YEARS AT 5%.

J. ROMAIN BROWN & CO., Agents, 105 West 40th St., N. Y. City.